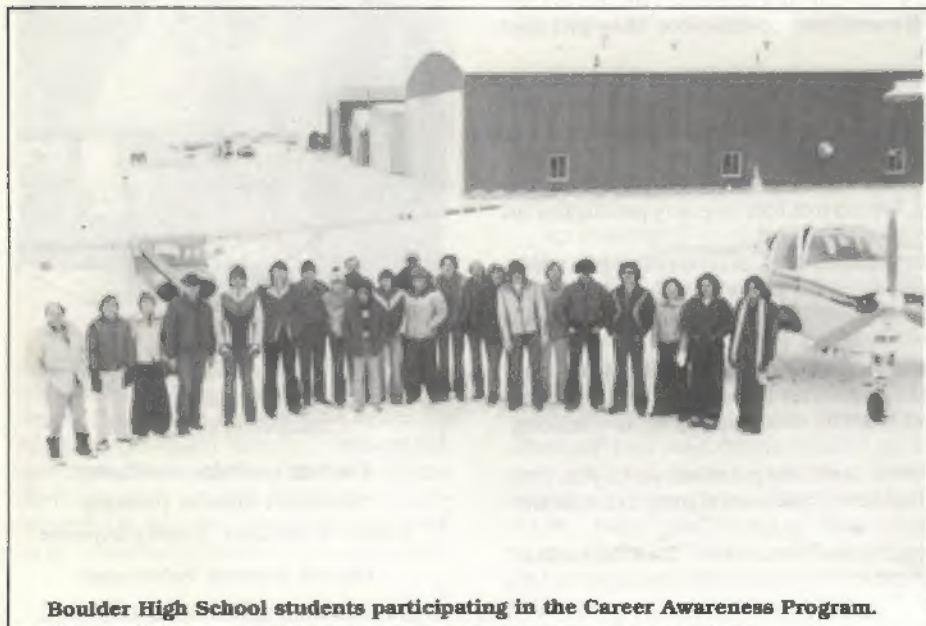


Montana and the Sky

Vol. 34, No. 2

MONTANA AERONAUTICS DIVISION

February, 1979



Boulder High School students participating in the Career Awareness Program.

FAA Simplifies Rules for Certificates

Langhorne Bond has announced that the FAA has issued a special regulation that will reduce the paperwork burden involved in issuing operation certificates to air carriers and other commercial operators.

Under the Special Federal Aviation Regulation (SFAR 38), Bond said, an operator conducting a variety of air operations will be issued just one operating certificate rather than separate certificates for each type of operation as required under former FAA procedures.

Survey Available

The 1979 edition of the Montana Major Airline Airports Rates and Charges Survey is now available from this office.

Airlines See 300 Million Passengers Possible in 1979

On top of record 1978 air travel, the nation's airlines may reach the 300 million passenger mark in 1979, according to Paul R. Ignatius, president of the Air Transport Association.

Ignatius told a meeting of airline materials management executives and industry suppliers that the "airlines in 1978 are expected to transport a record 280 million passengers. In 1977, the airlines carried 240 million passengers.

Against this background of air transport growth, Ignatius cited four new realities in the airline industry:

"The first new reality," he said, "is that air transportation has now become mass transportation." Air travel now accounts for more than 80 per cent of all intercity public passenger miles.

The second reality is that the

improvement in productivity of newer aircraft must be viewed for the immediate future as gradual and evolutionary — in contrast to the revolutionary developments in speed, productivity and customer convenience that characterized the introduction of the first U.S. built jet airliners two decades ago.

The third new reality is the need to get the greatest possible productivity out of airline fleets and out of airports and the airways system. "Flight operations will undoubtedly be increased," Ignatius said, "to handle additional traffic. Few new airports will be built. Thus, we will have to make the most efficient use of existing airports.

"The fourth reality is the reality of rising airline costs," Ignatius said.

Noting that the airlines have out-

performed most other industries in holding down the price to the consumer, Ignatius said that the price of the average U.S. domestic coach ticket during the past year has actually gone down. "But airline costs have been rising so rapidly of late that many observers are questioning whether the downward trend in discount fares, for example, can continue very much longer," he said.

Achieving adequate earnings consistently remains the airline industry's biggest challenge, according to Ignatius. He said that the industry earnings this year may exceed one billion dollars — a record. "But this year's record," Ignatius added, "must become the norm — year-in and year-out — to assure the strength and vitality of the airline system."

(Airport Services Management)

See Page 7 for Aeronautical Chart Questionnaire

Administrator's Column

With the legislative session in full swing we've been quite active around the Aeronautics Division. Here's an update on the current legislation pertinent to aviation in Montana:

House Bill 60 — The aviation fuel tax increase has passed the House by a wide margin. We are very encouraged by the positive comments and attitudes the legislators have toward our proposed 1¢ increase in fuel tax. The final vote on third reading in the House was 84 aye, 14 naye, and 4 absent. The bill is currently in committee in the Senate. We will continue to monitor this bill and keep you posted on any developments.

Senate Bill 290 — The powerline marking bill entitled, "An Act Authorizing the Department of Community Affairs to Identify and Mitigate Aircraft Hazards," just went into committee for review. We will let you know what the committee does with this bill.

House Bill 582 — The antique aircraft property taxation exemption bill has not been introduced in committee as of yet. We do not foresee any problems on the passage of this one.

Senate Bill 370 — Senator Etchart introduced this bill to raise the reimbursement of personal aircraft mileage when used for state business to double the mileage allotment for automobile travel. This bill has not been introduced within committee to date.

House Bill 651 — This house bill would provide that aircraft be subjected to city tax levies. We oppose this particular bill as we feel it would be double taxation. We hope that those aircraft owners within the state will write to their legislators urging them to kill this bill.

The airport liquor license bill has not been issued a number as of yet. This bill would allow an existing liquor license holder to have an annex at a municipal airport.

The airport zoning bill has not yet been issued a number. This bill would amend the present zoning bill and clarify some ambiguous terminology. Height considerations as provided in FAR Part 77, noise and land use are also addressed in this bill.

* * * * *

Of course, all the flying and trades organizations, plus all the folks who love aviation, have been involved in most of the above bills. We greatly appreciate the continued effort and participation.

* * * * *

The Montana Aeronautics Board met on January 23 and 24. Of course, one of their primary concerns was how the various legislative bills were progressing. They were able to participate in the hearing involving the fuel tax increase.

Dean Sparkman, President of Big Sky Airlines, also met with the Board to confer with them about the airline's current level of service. Mr. Sparkman informed the Board about the recent accident involving one of their Handley Page Jetstreams in Missoula and shared the impact this has placed on their airline. It may be necessary for Big Sky Airlines to temporarily suspend service to Kalispell until a replacement airplane can be put into service.

* * * * *

During mid-January I participated in a hearing held in Seattle with the Civil Aeronautics Board regarding the deregulation issue. I felt that Montana, out of the five northwest states participating, was well prepared. Governor Judge represented the State of Montana and urged the CAB to come to Montana, see what local service means to the small rural communities, and then make a determination on subsidy and essential air service. The communities of Wolf Point, Lewistown, Sidney, Helena and Billings were all represented at the hearing.

As a result of the urging on the part of the Governor and other representatives of each community, we are hopeful a meeting will be held in Sidney in late February to discuss small community air service. The communities of Glendive, Sidney, Wolf Point, Miles City, Glasgow, Lewistown, and Havre are all participating in an effort to communicate their concepts of essential air service for their respective cities. For further details regarding this meeting contact John Shontz, Sidney, 482-2120 ext. 160 or our office.



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Official Monthly Publication
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THUNDER'S HELENA



Unicom Frequencies

By: Jerry Burrows
Aviation Representative

A few months ago I was bemoaning the fact that I was unable to come up with the frequencies for unicom located on flight service station airports and/or tower controlled fields. Rejoice, my letters have been answered! Or, at least the one to the Federal Communications Commission.

The unicom located on tower controlled fields operate on 122.95 MHz. For landing areas other than a heliport where there is not a control tower, 122.7, 122.8, or 123.0 MHz may be used.

In Montana, as far as we know, all unicom located on flight service station fields are using the frequency 123.0, plus the unicom located with Glasgow Valley Industrial Park, located on the old Glasgow Air Force Base. All other unicom, again, as far as we know, are operated on the frequency of 122.8 MHz.

A letter from Mr. Gordon F. Hempton of the FCC, Washington, D.C., is repeated for your information.

* * * * *

Gentlemen:

This is in reply to your letter dated January 5, 1979, concerning aeronautical advisory station (unicom) frequency assignments.

We apologize for the confusion and licensing errors which have occurred in conjunction with the implementa-

Help—We're Revising the Chart!

The Montana Aeronautics Division is in the process of compiling the necessary data for a new Montana Aeronautical Chart. If you have an airstrip or have a neighbor who does and wants to have it shown on the chart, please fill out the questionnaire on page 7 and return it to our office in Helena. More questionnaires are available at your request.

tion of the new frequency assignments for aeronautical advisory stations. Your station authorizations have been corrected and forwarded in a separate mailing.

As indicated in the Commission's rules and other FCC documents you noted, the frequency 122.950 MHz will be assigned to unicom facilities at airports which have control towers. The FAA March 1978 Airports /Facility Directory which listed 122.950 MHz as the frequency assigned to unicom facilities at airports which have a control tower or flight service station was incorrect. This FAA publication has been superseded. The current Airman's Information Manual accurately reflects aeronautical advisory frequency assignments.

The FCC and the FAA make every effort to coordinate closely on aviation communication matters. We will continue to do so in the future. The problems in this particular instance apparently arose due to clerical error and failure to fully disseminate information regarding the change in frequency assignments to all interested personnel in both agencies. Hopefully, such errors will not be repeated in the future.

Thank you for your efforts and patience in this matter.

Sincerely,
Gordon F. Hempton
Chief, Aviation and
Marine Division



Aviation Education



By: Sam Griggs, Supervisor
Aviation & Space Education

Boulder High School has a new program this year. What else could it be but Aviation Education? It's a known fact that aviation does turn kids on.

A part-time commercial pilot and full-time teacher, Hank Elliot, has an aviation class of 25 students at Boulder High School.

We invited him to bring his class to Helena and we would take them on our airport tour and a short flight afterwards.

On January 10th, they had their chance to see what people do at an airport and what they look like from the air.

There is also a new addition to the Catholic High School curriculum in Billings. That's right, another aviation course. This time it's a private pilot in school, inspired by a student pilot, who also happens to be the principal of the high school, Sister Mary Blaise. We wish her many years of enjoyable flying.

Try something new — take an aviation student to lunch!!!

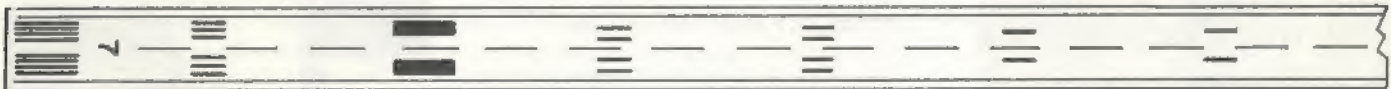
A Look At Runway Markings

By: Ted Mathis
Airport Manager

Today the marking of a precision instrument runway can consume as much as 1,100 gallons of white paint and can cost up to \$20,000. These markings are required by the Federal Aviation Administration and some of them can have an important effect on the safety of arriving and departing aircraft.

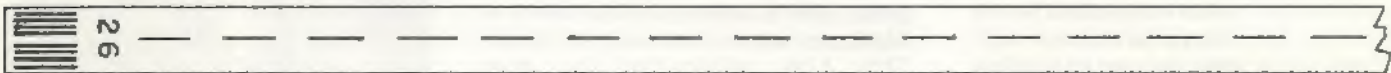
Here is a look at the different types of runway markings and their importance.

★ ★ ★



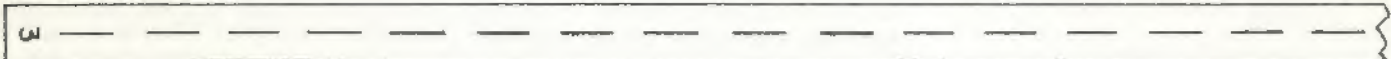
Precision Instrument Runway Marking. A precision instrument runway is one equipped with electronic aids (such as instrument landing systems or precision approach radar) which support a precision approach.

★ ★ ★



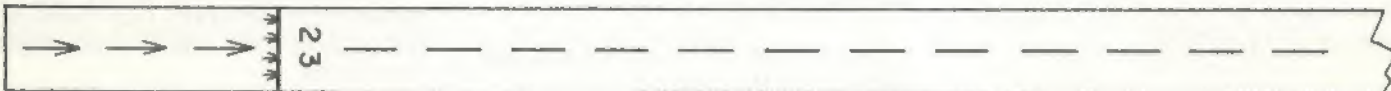
Non-Precision Instrument Runway Marking. A non-precision instrument runway is one to which a straight-in non-precision approach has been approved.

★ ★ ★



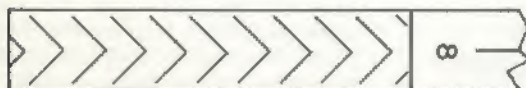
Basic Runway Marking. Basic runway markings consist of centerline marking and runway designation marking. These markings are used to mark a runway that is used for operations under VFR and circling instrument procedures.

★ ★ ★

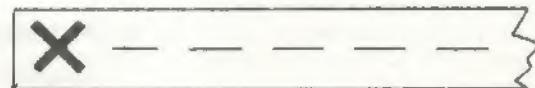


Displaced Runway Approach Threshold. A threshold that is located at a point on the runway other than at the beginning of the full strength pavement. The paved area behind the displaced runway approach threshold is available for the landing rollout or takeoff of aircraft.

★ ★ ★



Relocated Runway Approach Threshold. A threshold that is located at a point on the runway other than at the beginning of the full strength pavement. The paved area behind the relocated threshold is not useable for landing or takeoff run of aircraft.



Closed Runway. Runway is rendered unsafe for some hazardous condition. If the entire airport is closed a large cross should also be placed in the segmented circle or at a central location which is readily visible from the air.



Are You Legal?

By: Jack Wilson, Chief
Safety & Education Bureau

After some discussion with aircraft owners throughout the state, it has been requested that we list certain items which are required of each aircraft owner before he can operate an aircraft legally. I have gathered the following information and hope it will outline most of the requirements of the Federal Aviation Administration, the Federal Communications Commission, and the State of Montana. I could possibly have overlooked some items and would appreciate them being called to my attention.

Requirements are broken into four categories:

1. FAA requirements for ownership.
2. FAA pilot requirements for operation.
3. FCC pilot requirements for operation.
4. State of Montana requirements for ownership and operation.

If there are any additions, corrections or comments, please send them to the Montana Aeronautics Division, P.O. Box 5178, Helena, MT 59601.

* * * * *

FAA Requirements for Ownership

1. Bill of Sale.
2. Standard Airworthiness Certificate (FAA Form 8100-2 or Special Air-

worthiness Certificate, FAA Form 8130-7).

3. Maintenance records containing the following information:

(a) the total time in service of the airframe;

(b) the current status of the life-limited parts of each airframe, engine, propeller, rotor, and appliance;

(c) the time since the last overhaul of all items installed on the aircraft that are required to be overhauled on a specified time basis;

(d) the identification of the current inspection status of the aircraft, including the times since the last inspections required by the inspection program under which the aircraft and its appliances are maintained;

(e) the current status of applicable airworthiness directives, including the method of compliance;

(f) a list of current major alterations to each airframe, engine, propeller, rotor, and appliance.

4. Equipment list, weight and balance data.

5. Maintenance Manuals, service letters, bulletins, etc.

6. Airplane Flight Manual or operating limitations.

* * * * *

FAA Pilot Requirements for Operation

1. Current Pilot Certificate with ratings.
2. Current Medical Certificate.

* * * * *

FCC Pilot Requirements for Operation

1. FCC Aircraft Station License.
2. FCC Radio Operator License (Pilot and crew members).

* * * * *

State of Montana Requirements for Ownership and Operation

1. Aircraft Registration.
2. Pilot Registration.
3. Insurance Certificate (if operating commercially).



Calendar

February 20 — General Aviation Safety Clinic, Havre, REA Reception Room. 7:30 p.m. to 9:45 p.m.

February 21 — General Aviation Safety Clinic, Great Falls, Air Guard (Main Hangar Class Room). 7:30 p.m. to 9:45 p.m.

March 5-9 — Flight Instructor Refresher Course, Helena, MT. Contact Aeronautics Division (406) 449-2506.

March 6-8 — Fifth Annual Aviation Maintenance Seminar, Bismarck, N.D. Contact Frank Argenziano (701) 775-2240.

March 14 — Ag re-certification clinic, Ramada Inn, Billings.

March 15-17 — MATA Convention, Ramada Inn, Billings.

April 1-3 — Flight Safety Foundation Seminar, Dallas, Texas. For further information contact Dagmar Witherspoon (703) 820-2777.

April 28-30 — Denver AOPA Flight Instructor Refresher Course. Call toll free to register (800) 638-0853.

May 18-20 — MPA convention and annual meeting, Outlaw Inn, Kalispell, MT.

000000000

WHO, ME?

The telephone rings,
You jump out of bed,
Grab the receiver,
While scratching your head.

Now who can this be,
He ought to be hung,
Still he must be my friend,
'Cause my number he rung.

Hello, Who is it,
I was sleeping, my friend,
The FAA's calling,
Quite a pickle you're in.

Remember last night,
About fifteen to seven,
When you filed a flight plan,
ETA at eleven?

Well, it's now after three,
And no word we've received,
We've been searching for you,
But now we're relieved.

So we've a favor to ask,
(But he already knows it).
Next time you file one,
Please Mister, "CLOSE IT"!!

Centerline



By: Jim White, Chief
Air Transportation Bureau

Accident Rate Rises

The National Transportation Safety Board has released preliminary figures which show that in 1978 general aviation safety had it's worst year in quite a while. The figures show an across-the-board increase for general aviation and, although the NTSB said the totals are preliminary and may change if accidents are downgraded to incidents, the fatality figures aren't likely to change.

4,609 general aviation accidents in 1978 shows an increase of 323 more than in 1977, a rise of 7.5%, and the most since 1971. The 795 fatal accidents was a rise of 93 over the previous year, an increase of 13.2%; the most fatal accidents in over two years. The 1978 death toll for general aviation was 1,690, the worst in ten years and represents a rise of 17.7% over 1977.

According to the NTSB, while the accident figures rose sharply, general aviation activity did not increase at the same rate, and in some instances actually decreased. The 36.6 million hours flown in 1978 was only a 2.2% increase from 1977. And the 4.5

billion miles flown was 5.6% less than the 4.8 billion miles flown the year before.

What does all this mean to you and I as individuals? Accidents are caused by individuals. If the cause of an accident is not pilot error, individuals are still certainly involved and sometimes counted as a fatality. This would be a good time to have a "safety stand down." Review the normal operating procedures for your aircraft. Review the emergency procedures. We are having a long hard winter this year in Montana so be sure to review the cold weather operating procedures for your aircraft. In the event of a survivable accident, do you carry survival equipment and cold weather clothing in your aircraft? Be sure and take the small amount of time required to stop by the weather bureau and get a thorough weather brief. Always file a flight plan.

The only way we will see a decrease in accident figures is if we individually strive to fly safely each and every time we take a flight, are fully prepared both mentally and physically, and use common sense at all times.



Snow around the Yellowstone Airport.

* * * * *

On January 5, 1928, Lt. A. M. Pride, U.S. Navy, landed the first plane on the deck of the carrier "Lexington."

* * * * *

Tower: "Delta 471. What is your position now?"

Delta: "Uh tower, I'm a first officer."

* * * * *

In 1926, 5,782 passengers were carried by U.S. domestic airlines.

* * * * *

One of the "clocks" used at the Precise Time Reference Station of Vandenberg AFB, CA, is so accurate that — if left uncorrected — it would gain or lose no more than one second every 3,000 years.

* * * * *

If you are planning an air show be sure to submit your application well in advance of the proposed date. Advisory Circular 91.5B requires 30 days notice.

* * * * *

ATTENTION: MONTANA AIRSTRIP OWNERS

The Aeronautics Division is compiling the necessary data to complete the new Aeronautical Chart. All private airstrip owners are requested to fill out the following questionnaire. We would prefer to have this information regarding your airstrip on file even if you do not wish your strip shown on the chart.

Mail to: Aeronautical Chart Revisions/vm
Aeronautics Division
P.O. Box 5178
Helena, Montana 59601

Deadline Date March 30

PRIVATELY OWNED AIRSTRIP LOCATION

Name of Airstrip _____

Name of Owner _____

Owner's Mailing Address _____

Prefer your airstrip shown on the 1980 Aeronautical Chart? Yes _____ No _____

AIRSTRIP LOCATION

County _____ Section _____ Township _____

Range _____ Latitude _____ Longitude _____

Nearest town _____ Direction _____ Miles _____

Does your airstrip serve as a community's only airport? Yes _____ No _____

Is your airstrip open to the public? Yes _____ No _____

Do you carry public airport liability insurance? Yes _____ No _____

Comments: _____

AIRSTRIP DATA

Runway Direction	Length	Width	Approach Obstructions & Distances
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____

Airport Elevation _____ Unicom Radio? Yes _____ No _____

Fuel Available? Yes _____ No _____ Octane? _____ Emergency only _____

Telephone Available: Yes _____ No _____ Phone Number _____

Airstrip Owner's Signature: _____

FAR 91.7 requires, after July 18, 1978, each flight crew member use a shoulder harness, if installed.



ELT ANTENNAS. A Narco Service Bulletin notes that some aircraft owners have installed the Narco ELT-10 using only the self-contained antenna. This antenna is meant to be used by survivors after the ELT is removed from the aircraft, and is not intended as the primary ELT antenna. An external antenna is recommended for adequate signal radiation when the unit is activated by emergency conditions.

Ten Most Frequent Causes of Weather Related Accidents

1. Unfavorable wind conditions.
2. Low ceilings.
3. Fog.
4. Updrafts and downdrafts.
5. High density altitude.
6. Rain.
7. Conditions conducive to carburetor/induction system icing.
8. Snow.
9. Thunderstorm activity.
10. Icing conditions.

(Minnesota Flyer)

Remember

Please remember that you must have your aircraft registered by March 1, 1979. Most of you should have received your aircraft registration form in the mail, but should we have missed you, please contact our office.

Your aircraft taxes have to be satisfied and so indicated by the county assessor or treasurer on your aircraft registration form before we can issue you proof of registration.



MEMBER

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE—"To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in research, development, and advancement of aviation; to develop uniform laws and regulations; and to otherwise encourage co-operation and mutual aid among the several states."



February, 1979

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